THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

Det Bel Isle & Windsor Ferry Co 67

VOL. IX No. 41. CLEVELAND, O., OCTOBER 13, 1887. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

The tug Music arrived yesterday with her barges.

The keel is laid at the Cleveland Drydock for Mr. Johnson's new boat.

The schooner Reuben Doud, recently ashore at Goderich, has arrived here and is discharging cargo.

Cautionary signals have been ordered up at this port. The velocity of wind will vary from 30 to 35 miles per hour.

The twin screw passenger steamer Mascotte is in port. She is a natty looking little boat, and has attracted much attention.

Sale has been made of one-sixteenth of of the schooner John O'Neil for $1,200 by Captain Henry J. Johnson to Captain Geo. P. Leon, master of the vessel.

At the Cleveland Shipbuilding Co.'s yard about one-third of the frames are up for the new steel steamer, and the work of preparing the ground for the other steamer is progressing finely.

The yacht Wasp made from the run from Put-in-Bay to Cleveland in five and one-half hours. Her crew consisted of George Gardner, Thomas Axworthy, Dr. Beman, Percy Rice and Messrs. Southworth and McKean.

The owners of the schooner Leonard Hanna, ashore on North Fox Island, have abandoned her to the underwriters. She is insured in the pool for $21.000. The insurance men will probably make another effort to release her.

Grover & Son will fit out No. 15 iron steamer at the Globe yard. They have commenced to put in the spars. They will also furnish spars and rigging for Smith's new barge at Root's yard, and new stearing gear for the steamer Henry Chisholm.

Ore tonnage is in active demand at the latest advanced rates. Charters reported Tuesday were: Steamer James Pickands, wheat, Duluth to Sandusky, 7¾c; steamer J. H. Devereux, corn, Chicago to Buffalo, 4c; barge B. B. Icsman, coal, Cleveland to Port Huron, 55c; schooner Homer, ore, Escanaba to Sandusky, $1.75.

Messrs. Bassett & Presley will furnish steel arches, iron, etc., for the new steamer to be built by the Cleveland Drydock Co., also, for the new steamer at Radcliffe's yard. These gentlemen have just received an order from the Grand Haven Shipbuilding Co. for steel arches and iron for the new steamer being built at Grand Haven, Mich.

It is said that Captain Frank Brown, of the lost barge C. L. Hutchinson, was offered the command of the barge T. H. Orton, but declined the offer and accepted the place of mate on the propeller Araxes. Since the above was in type Captain Brown has accepted command of the barge L. W. Drake, Captain Walsh being obliged to attend at the bedside of his father, who is at the point of death.

Meteorological summary for the week ending October 12:

Mean barometer	30.00
Mean temperature	59.3
Mean humidity	65.9
Total precipitation, inch	.47
Prevailing direction of wind	S'thly
Total wind movement	1489
Av. cloudiness	7.2
Av. state of weather	Fair
Max. temperature, highest	66.6
Min temperature, lowest	51.1

WILLIAM LINE, Sergt. Signal Corps, U. S. A.

At Cleveland Drydock, since last report, the steamer Kittie M. Forbes had her wheel tightened and new brasses. The schooner Fred A. Morse was in dock for survey, recalking all over, some new plank in bottom, and a general overhauling. Messrs. Radcliffe and Murphy acted on the survey and found that her damages would reach $2,500. The Reuben Doud, recently ashore near Goderich, went into dock to-day for survey and repairs.

The pneumatic transfer barge Cyclone departed for Buffalo, in tow of the tug Gregory last Friday. She had a pleasant run down and the log shows total distance run 184 miles, time 49 hours, laid to 8 hours, average running time 4½ miles per hour. We trust that the Cyclone will be shown justice in her efforts to develop her capabilities. If she is not hampered by rings and circles she will show grand results, and will speedily become a friend to lake vessel and canal boatmen.

DETROIT.

The survey of the schooner F. C. Leighton at Detroit, by J. M. Jones and George McLeod, resulted in fixing her injuries at $2,-000.

E. Dunbar was in town on Saturday. He reports good progress with their work for the M. C. R. R. at Mackinac. They are excavating for an approach to a slip dock, for a new ferry boat now being built at Detroit, for the transfer of passenger and freight cars from Mackinac to St. Ignace—a distance of seven miles. They have at work the dredge Wild Irishman, the tug Shaughraun and two scows, with 13 men, and will excavate a depth of 22 feet, which will take them till snow flies. The new boat is being built to draw 17 feet of water, carrying ten cars and will have one wheel forward and another aft and will be ready for work the coming winter.

The schooner George, barley laden from Milwaukee, about which there has been considerable anxiety, passed Detroit down at 4:30 p. m. Saturday.

The new barge Iron Queen took on 74,-000 bushels of wheat from Detroit for Buffalo. This is the largest cargo ever taken out of Detroit in one boat. She is a very neat looking barge and with the Iron King will make a fine pair.

Major Anderson, chief engineer of the Canadian marine department, has been in Amherstburg to inquire into lighthouse matters. The complaint is made that the lighthouse official draws pay for one service from both the Canadian and American governments. Major Anderson's visit will probably cause attention to the lights at the Limekilns.

The tug Orient with all hands went down near Point au Pelee on the 4th inst. She was seen flying a signal of distress by the tug Oswego, but the terrific storm prevented the latter from giving any assistance. Shortly before the Orient went down her crew was seen bailing with pails, but their efforts were unavailing in face of the mountains of water momentarily breaking over her. Her fires were put out, and after helplessly tossing about she went down head first, carrying every living soul with her. They were: Daniel Lyons, master; John Davis, first engineer; Wm. Pangborn, second engineer; Ed. Kane, mate P. Dillock, fireman, and Joseph Sharkey, steward. The crew all belonged to Marine City.

FRANKFORT.

Special to the Marine Record.

The steambarge Edward Smith, with tow consisting of J. W. Hannaford, Robert L. Fryer, Selden E. Marvin, left last Wednesday laden with nearly three million feet of pine lumber for Tonawanda, rate being 30 cents per m. over Bay City freight. Owing to the gale that had prevailed, the water was fully 18 inches lower than usual, causing a delay of seven hours by the Smith grounding on the bar, but tug Hall assisted by propeller Lawrence released her. The consorts also dragged some, but with aid of propeller Dewar were also released.

The schooner Alvin Bronson, 40 years old loaded here this week. She is an old timer.

Tug John Cowan, has been given a new coat of paint and looks first rate.

The scow Mishicott, Captain Weaver, left Manitowoc during the height of the gale on Tuesday October 4, and safely made the run to Portage Harbor of refuge in little over six hours, distance being about eighteen miles. She passed the Canadian schooner Jesse Scarth at anchor about two miles from shore, abreast of Portage with bad list to starboard, but as the Mishicott was flying before the gale like a greyhound, it was impossible to assist her. The Scarth foundered soon after. The Mishicott now stands on record of making the best time of any sail craft on Lake Michigan this season. BURMEISTER.

CHICAGO.

Special to the Marine Record

Captain Meyer, of the schooner Cheney Ames, reports having sighted a big water spout early Tuesday morning, when his vessel was nearly abreast of Grosse Point. It came swirling up the lake and passed within about two miles of him, traveling in a southeasterly direction. It was a vertical column and rotated so rapidly that it seemed to draw an immense body of water out of the bosom of the lake and carry it up to the clouds. The track of the phenomenon was marked by a violent agitation of the sea. Captain Meyer fears it may have struck some unfortunate vessel, and says if it did he don't think the vessel will ever be heard from.

Captain Mike Galvin, wrecking master for the hull pool, arrived from Spider Island, where he has been looking after the wrecked schooner, Frank D. Barker. He says the vessel is a total loss.

A telegram to Keith & Carr reports the arrival of the schooner, Higgie at Point Edward with a damaged grain cargo. She left Chicago just before the big storm with 32,000 bushels of corn.

Adelbert T. Slater, the only survivor of the City of Green Bay disaster, writes the Inter-Ocean from St. Joseph, in which he says that Captain Cross and the life saving crew did all in their power to save the lives of the schooner's crew.

Grain freights are very firm at 4¼ cents on wheat and 4 cents on corn to Buffalo.

Some dredging will have to be done immediately at South Chicago, otherwise trade will come to a stand still. The steamship Monteagle, laden with coal from Buffalo and drawing fifteen feet of water arrived at South Chicago, Saturday 2 p. m. and only got to Hedstrom & Co.'s coal docks, with the aid of the tug Halliday, at 8 a. m. on Sunday.

At Miller Brothers drydocks, the schooner John M. Hutchinson was in and had her butts calked; the schooner Wanetee, had leaks stopped; the tug Earnshaw had her stern bearing fixed; the U. S. steamer Dahlia had her bottom cleaned and painted; the sloop yacht Douglas had a leak stopped; the schooner Cape Horn had her bottom calked; the schooner H. Rand had a leak stopped; the schooner E. C. Hutchinson received a new boom and gaff; the schooner Lady Franklin a new windlass; the schooner Snowdrop a new foretopmast.

The schooner Sunrise returned to this port on the 5th inst., after encountering the heavy gale of Sunday, night and Monday, with the loss of her fore and main gaffs and some sails and on examination it was found that her cargo of grain was so badly damaged that she was taken to the Fulton elevator and had it taken out.

Captain Thomas Fahey, who was brutally assaulted on board the schooner Jessie Phillips, by union sailors last week is, we are pleased to learn, doing well towards recovery and we regret that we cannot say the same of the mate Mr. Scott, who was also seriously injured at the same time.

The funeral of Captain P. W. Costello, drowned when the schooner City of Green Bay, went to pieces off South Haven, took place from the residence of the deceased, No. 662 Fulton street, last Thursday morning. Many friends followed his remains to their last resting place.

Pat Flemming went down to Buffalo Friday to look after his interest in the schooner R. B. Hayes, which has been attached by Dimick's bondsmen. He telegraphed that he would go over to St. Catharines and endeavor to purchase Dimick's one-third interest in the vessel.

Martin Mahoney, mate of the lost schooner Jessie Scarth, arrived from Manistee Saturday. He says the vessel lies in 132 feet of water, and is a total loss. The escape of the crew was marvelous. Monday night while the Scarth was lying at anchor a tremendous sea boarded her, broke the hinge that held her port davit and carried away the yawl. Fortunately the painter of the stern of the yawl kept it from breaking adrift and enabled the crew to secure it. At 3 o'clock Tuesday morning the yawl was again washed off the vessel and this time the gunwale was stove in and the oars were lost before the yawl was again recovered. During the day the vessel sprung aleak, and from that time until 10 o'clock at night the crew never left the pumps. At that hour the crew stood nearly to their knees in water and soundings showed eight feet of water, in the hold. All hands got into the yawl and headed for Manistee. A short ladder was taken apart and the sides used for oars. Two of the men standing up in the boat and holding their coats wide open for sails. It was twelve miles to Manistee and the sea was running very high. When the boat arrived off the piers the life saving crew fired a line to them, and then hauled the boat in. Captain Roberts and the rest of the crew have gone to their homes in Canada. Captain Roberts was master of the schooner Shardon when she sunk in Georgian Bay several years ago.

C. Michelson, owner of the wrecked schooner Ebenezer, returned from Holland Saturday. He says the vessel is badly damaged, the stern having been mashed off down to the transom. After getting her afloat the steam pump gave out, so the vessel was towed inside the harbor and allowed to sink in shoal water. Her cargo of shingles was sent to Chicago on the Rockaway.

The schooner Napoleon, reported lost with all hands, weathered the storm at the Manitou Islands. She lost her bulwarks and deck load and was leaking badly when the steamer Tacoma left the islands, but she arrived safely in port.

Captain A. P. Read left for Canada Saturday to look after the schooner D. L. Austin, ashore on Point Clark. Before starting he received a letter from Captain Randall stating that the Austin lies on sandy bottom, with ten feet of water all around her. She had three feet of water in her hold when the letter was written. An expedition has gone to the wreck from Port Huron.

Captain D. Crane, of the schooner James Mowatt, was presented with a splendid gold watch last week by George C. Finney, in appreciation of the excellent work he has accomplished on the schooner this season.

Four survivors of the Havana disaster arrived here from St. Joseph last Thursday. Sam McClement, mate; Charles Hogan, George Hughes, and Robert McCormick, seamen The mate, in giving an account of the loss of the schooner, said the entire crew could have been rescued if the life saving crew at St. Joseph had done their duty. At daybrake a signal of distress was set, but no attention was paid to it and no attempt was made to save the crew until after the schooner went down. When the vessel sunk her mainmast broke off and the stump shot into the air about twenty-five feet. The mate emphatically denies the report that the Havana was overloaded. He says she was in splendid trim, and that her cargo was forty tons lighter than any she had carried this season. About two weeks ago Captain Read wrote to all of the captains in his employ instructing them to cut down their cargoes, and he has since ascertained that they did so. The City of Green Bay had forty tons less than her usual load.

The schooner Jessie is overdue here, and the owners of her cargo are unable to get any trace of her. The Hattie B. Perene, which arrived Tuesday, reported that the Jessie loaded cedar and left Black river several days before the Perene got there. She has probably been delayed by head winds.

WILLIAMS.

MUSKEGON.

The wind was blowing a gale from the southwest all day Wednesday. Last evening while trying to make the harbor, the schooner Addie, light, from St. Joseph was driven high and dry upon the beach south of the piers. Her crew were taken off by the life saving crew.

THE LIBEL LAW SYSTEM.

We extract the following absolutely just and sensible opinion of the present law, granting to any one the right to tie up a vessel for the sum of $10 or more, from the speech of President A. C. Cheney, delivered before the annual convention of the National board of steam navigation, which met in New York City on the 4th inst.:

"As it now stands any person, for the paltry claim of ten dollars ($10), can place the United States marshal in possession of any of our large passenger steamers at 3 o'clock on Saturday, as she has her passengers on board, ready to leave, and there are no lawful means by which she can be released until Monday noon.

"And the only security for damages the libellant is required to give is to swear he is worth $250 and sign a bond for that amount. You have no right to examine him as to his responsibility, as you have no notice until the United States marshal walks aboard.

"This is the method of the highwaymen who presents the pistol at your head. As a matter of necessity you must pay the claim, whether just or not, in order to release your vessel.

"In many cases the tug or steamer is the property of the captain, who has every dollar he is worth invested in his boat and he can not furnish another bondman, besides himself, who can qualify for double the amount, and he must submit to what is, in many cases, nothing but highway robbery, or lose the use of his boat and ruin his business.

"It is high time this law was stricken from our statute books. If there was no other way to secure the payment beyond reasonable doubt of any proper claim, there might be some excuse for so arbitrary a law; but such is not the case, and on this point I make the following suggestion:

"In all cases relating to steam vessels, trading between American ports (and we have no other at present,) persons having claims may file a lien against said vessels, the same as a mechanic files a lien against a house; such liens to take precedence in the order in which they are filed at the custom house, where the vessel is registered. After judgment upon such claim the United States marshal can take possession of the vessel in any port in the United States and sell her if the judgment is not promptly satisfied. The lien will follow the vessel and the owner will not scuttle her or burn her up any more than the owner of a house that has a lien filed against it. And he might as well surrender her as to run her to a foreign port.

"A mechanic files a lien against a house or store, but he does not turn out the tenants and stop the income from the premises. A judgment is entered against a man but he is not locked up and prevented earning the money to pay it, yet this seems to be the principle of the present libel law, which, to secure a claim, ties up a boat and ruins her business.

"I believe such a law can be drafted that will afford absolute protection. Where the claim is large insurance could be required."

THOSE CHICAGO BRIDGES.

J. S. Dunham, of the Dunham Towing Co.; George D. Kirkham, of the V. O. Towing Co.; and William Harmon, representing the Chicago Towing Co.; Harbor-masters Davidson and Irwin, and others representing marine interests, had a conference with the mayor and the commissioner of public works. One of their most bitter complaints was directed against the railroad bridges, of which there are about seven across the river, and which are in no way subject to the regulations of the telephone system. All the railroad bridges in the city are so swung, the gentlemen complain, as to often delay vessels thirty or forty minutes at a time. When a train of thirty or forty cars gets on a bridge and comes to a standstill it means a blockade of vessels, which causes an annoyance to all the other bridges in the city. The vesselmen think the railroads should be compelled to keep clear of these bridges except when acually crossing them. The gentlemen also want the bridge ordinance entirely repealed. They argue that the Chicago river is nothing more or less than a great street, like State or Madison, and think it should be treated as such. The policemen at street crossings, they say, are not bound by any arbitrary rules, but simply use their own discretion in the matter of preventing blockades. At the very least they thought the bridges should be opened ten or fifteen minutes during the two hours morning and afternoon during which the ordinance says the bridges shall be closed. Superintendent Kirkham said that he came down town at 8:15 each morning, and was always bridged. He thought a hundred people crossed the bridges from 8 to 8:30 to where one person crossed from 6 to 6:30. Then in the evening the vessels are held so long, he said, that people are detained in going to the places of amusement, and he thought an interim of eighteen minutes during the two hours would, in a large measure, prevent this. Mayor Roche assured the gentlemen that he was anxious to arrive at a satisfactory solution of this problem. He suggested that they go to the council or appear before the comuittee on harbors and bridges, and to urge some modification of the present ordinance. They decided to do this.—*Inter-Ocean*

The trial for speed of what has proved to be the fastest torpedo boat afloat took place on the Thames recently. The new torpedo boat Reyo, built to the order of the Spanish government by Messrs. Thorneycroft, of Chiswick, took on board a number of gentlemen connected with the Spanish legation and others. The Spanish minister made a brief inspection of the boat, but did not accompany the party on the trial trip. The Reyo is of steel, contains twelve watertight compartments, and is a twinscrew vessel. She is constructed to carry four torpedoes. Six runs were made over the measured mile giving an average run of 20¼ statute miles per hour. The fastest run—the fourth—was equal to a speed of 32¼ statute miles. Subsequently, a two hours' run past the Nore and to sea took place, a speed of 24.63 knots being recorded.—*St. James Gazette.*

A SEA STORY.

"About mermaids," said the captain as he stood upon the unfinished end of the seawall and surveyed the landlubber with an expression of pitiful condescension, "why' I've seed the most wonderful things in that line. Well, we were well over in the China Sea. One night just after we'd passed the Formosa group, I was roused out of my bunk by the mate, who sings out. 'Mermaids aboard!' Out I jumps and gets on deck in the turn of a helm. You can splice my mains'l if there wasn't 'bout twenty of the biggest mermaids a-floppin' around the deck I ever seed. Two of 'em hed got the fellows on watch cornered and was a kissin' 'em. The mate had took to the riggin' after hailin' me. I was a leetle s'prised, though I had seen mermaids afore, but never more'n one at a time. 'Ladies,' says I, 'make yourselves at home,' says I, and you bet your hawsers they did. They quit floppin' and all got on the rail, side by side, a holdin' their tails in their han's, and commenced to sing, and I just tell you they whooped things up. They skipped through the 'Sweet By and By,' and took several reefs in the 'Red, White and Blue,' and slewed to port on a 'Life on the Ocean Wave' in beautiful style." 'Didn't see them again, did you?" asked a landlubber. "Wall yes. The next day we was becalmed. There wasn't the smell of a breeze, and whistlin' for it didn't do any good. I was madder'n a stuck whale, for I wanted to make a quick passage. Suddenly I sees a commotion in the water, and shiver my binnacle lights if them mermaids warn't swimmin' around us. One of 'em boarded us as slick as could be, and says. 'Giv us a rope.' Well, I throwed 'em one, and I'll lay to on a lee shore if they didn't tow us till we struck a breeze. Got the rope right in their mouths—about fifty of 'em—and pulled us along. I was so 'bleeged to 'em that I throwed 'em a mess o' lookin' glasses, clocks, and shoe blackin' out of the cargo. Next day we struck another calm and I 'spected the mermaids would pull us out again. They were all around a-donnin' their mornin' uniform in the glasses. 'Hey!' says I, 'tow us along, will you?' Well, no sooner had I hailed them than everyone of 'em looked at the clocks which they had slung around their necks, "Scuse us, cap.' they sed, 'we see it's just time to keep our appointment at the bottom,' and cuss me if they didn't all disappear.

NEW STEAM STEERERS.

Williamson Bros., engineers, general machinists and boiler makers, cor. Richmond and York sts., Philadelphia, have at present, orders from the following steamship lines and shipbuilders, for steamsteerers:

The Wm. Cramp & Sons, of Philadelphia, steerers for the new cruisers and dynamite ship; also, the steamer they have just closed with the New Jersey Central Railroad Co., and the Columbian Iron Works of Baltimore. Two for Baltimore & Ohio Railroad Co., Hayward, superintendent, M. P., Jersey City. Two for the Penn'a Railroad Co. and the Norwich and New York Transportation Co. Two for the Harlan & Hollingsworth Co., Wilmington. One for Windsor, Philadelphia & Boston line. One for United States navy department, for the U. S. steamer Enterprise. For Detroit Drydock Co., of Detroit, for steamers No. 79, 84, 86, 87. Two for Captain James Davidson, West Bay City. Mich. Two for Frank W. Wheeler, West Bay City. Mich. One for the Globe Iron Works Co., Cleveland, O. Two for the Union Steamboat Co., Buffalo. One for Peter Wright & Sons, Philadelphia. One for Captain Perew, of Buffalo, besides other steerers and hoisters for other parties.

AN ELECTRIC WHISTLE.

M. Zigang has devised a trumpet worked by electricity and designed to warn or signal vessels, trains, or tram cars. It consists of a trumpet tube and a sounding plate which is vibrated by the electric current passing through an electro magnet having its poles close to a soft iron armature carried by the plate. A regulating screw contact, with a platinum point, rests against the iron armature and serves to interrupt the current of two Leclanche elements as the plate vibrates, thus keeping up the sound as long as desired. The apparatus is simple in construction and can be used also as a Morse sounder in receiving telegraphic messages, the current being sent through the electro magnet.

LITERARY NOTICES.

THE CENTURY FOR OCTOBER.—The frontispiece of the October Century is a striking portrait of Harriet Beecher Stowe, engraved by T. Johnson from a photograph by Sarony. The Lincoln History consists of a concise recital of the Secession Movement as exhibited in congress, in the cabinet of Buchanan, and in the correspondence of certain of the southern leaders. A chapter is devoted to the secession of South Carolina and to affairs in Charleston Harbor. The papers in the War Series consist of "Marching Through Georgia and the Carolinas," by Captain Daniel Oakey; "Sherman's March from Savannah to Bentonville," by General Wade Hampton; these papers present a graphic view of Sherman's operations after Atlanta, which is re-enforced by a number of interesting pictures, many of which are from war-time photographs or sketches.

ST. NICHOLAS FOR OCTOBER is the last but not the least excellent number of the current volume. A charming story by Miss Alcott, with which it opens, lends strength to the hope that there are "more to come" in the new year of St. Nicholas. The present story is entitled "An Ivy Spray." It is a kirmess story, and it tells in a strong, helpful style how a brave girl danced her way to happiness.

John Fizzletop is the meanest kind of a little boy. His aged grandmother, whose eyesight is very much impaired, asked him to read the morning paper out loud to her. Instead of reading right straight along, he skipped from one item to another, thereby confusing the old lady very much. He read:

"Her majesty having listened attentively to the address of the lord mayor, she proceeded to lay the corner stone with the silver trowel, when a sudden gust of wind threw her on her beam ends."

"W-h-a-t?' 'gasped Johnny's grandmother.

"Yes it's just as I read: 'A sudden gust of wind threw her on her beam ends, and she immediately filled and sank in ten fathoms of water."

"Dear me, how dreadful! Well, she has made England a good queen, and she has been a virtuous widow for many years. —*Texas Siftings.*

AHOY! MARINERS!

The beacon light, which guides you safely in the harbor of pecuniary advantage is the Boston Dry Goods firm of *Kohn & Co.*, 213 Detroit st., near corner Pearl st., Cleveland, O., established since 1866 in this city, informing you of our specialty in supplying vessels with ☞ *Comfortables, Blankets, Table linen, etc* and that we *sew to order* at *shortest notice* ☜ *Sheets, Pillow cases*, or any necessary equipments for bedding.

☞ We are also pleased to inform you that we are the *only* manufacturers in this city who retail direct to consumers, none but *our own genuine home made* ☞ *Flannel Shirts, Waterproof Shirts, Scarlet Flannel Undershirts* and *Drawers, Overalls, Jean Pants*, etc., or ☞ *make them to order* ☜ for the same price we sell them ready-made. ☞ All our Shirts are 52 inch wide, 36-inch long, extraordinarily well sewed. ☜ The *Custom Cutter*, associated with our merchant tailoring department offers to make *Gents' finest Cassimere, Broadcloth Suits*, in the *latest style*, guaranteeing the best fit and fine workmanship ☞ *for $8 less* ☜ than any other merchant tailor, because he has *no Rent to pay, does his own cutting*, and wants *to advertise himself*. Kohn & Co., 213 Detroit st., near corner Pearl, Cleveland, O.

The steamer City of Dresden, which has been plying between Windsor, Leamington and Pelee islands, has been sold to Post & Co., of Sandusky, the price paid being $7,500. She will hereafter be engaged in carrying fish from Canadian ports on Lake Erie to Sandusky.

Captain F. McPherson, of Kincardine, Canada, has bought the schooner R. Morwood for $4,000 from her owner, R. Morwood, of Welland, Canada.

Fleet of the Cleveland Transportation Co. for Sale.

BY A RESOLUTION OF THE BOARD OF Directors of the Cleveland Transportation Co., it has been decided to close up the affairs of the Company and sell its property.

The following fleet of Steam Barge and Schooner Consorts are offered for sale. They will be sold as a fleet, or in couples, but not separately, excepting the schooner "Genoa:"

Steamer SPARTA, actual cargo 1,500 net tons on 15 ft. draft.

Schooner SUMATRA, actual cargo 1,650 net tons, on 14 ft. 3 in. draft.

Steamer HAVANA, actual cargo 1,500 net tons, on 15 ft. draft.

Schooner HELENA, actual cargo 1,650 net tons, on 14 ft. 3 in. draft.

Steamer VIENNA, actual cargo 1,450 net tons, on 15 ft. draft.

Schooner VERONA, actual cargo 1,470 net tons, on 13 ft. 10 in. draft.

Schooner GENOA, actual cargo 1,430 net tons, on 13 ft. 6 in. draft.

These vessels are all in A1 condition both in hull, machinery and boilers. Full and complete repairs were made in winter of '85-86 at a cost of $41,000. They all rate A2, and when inspected in 1886, the inspector said, these vessels are in fine condition, and will hold this rate (A2) for the ext ten years.

The Schooner Consorts are full rigged and fully able to sail without towing.

For terms and conditions of sale apply to or address, H M. HANNA, Treas,, Cleveland, O.

C. H. PRESLEY. H. F. PARMENTER. C. E. M'COMBS.

C. H. PRESLEY & CO.,

MANUFACTURERS AND DEALERS IN

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Engine and Boiler Supplies a

24 S WATER St., Telephone No. 2383, CLEVELAND, O.

ROBERT E. HILLS,

57 & 59 North Wells St., Chicago, Ill. Telephone 3321.

STEAM FITTING AND HEATING,

Wrought Iron Pipe & Fittings

ENGINEER'S SUPPLIES.

General Jobbing Work Done Promptly.

Also, Proprietor of North Side Brass Works.

CAPT. GEO. A. SIMPSON,

Compass Adjuster,

COMPASSES, BAROMETERS, PATENT LOGS AND MARINE GLASSES REPAIRED,

Schooners can have their Compasses Adjusted for Local Attraction at the time of repairs by stating how much they are out on East or West Courses, and which way it leads, Nor or South of above Courses

161 River St., Cleveland, O.

DETROIT & CLEVELAND.

STEAM NAVIGATION CO.,

BETWEEN

CLEVELAND & DETROIT,

MACKINAC ISLAND, ST. IGNACE,

ALPENA, SAND BEACH,

PORT HURON, ST. CLAIR,

OAKLAND HOUSE, MARINE CITY

Special Sunday Trips

BETWEEN CLEVELAND AND DETROIT

DURING SUMMER MONTHS.

For full information, rates, tickets, etc., apply to E. B. WHITCOMB, Gen. Pasgr Agt., Detroit, Mich, T. F. NEWMAN, General Agt, Cleveland, O.

Travelers Information Bureau,

224 Bank St., CLEVELAND O.

Where may also be found a full line of ocean tickets

LAKE SHORE & MICHIGAN SOUTHERN

Commencing Monday, May 16, 1887. The time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4. Fast Limited Express	*2 55 A M	*2 55 A M
No 8, N. Y. B & A Express	*8 30 A M	*3 55 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 05 A M	†10 15 A M
No 24, Toledo Accom via Norwalk	†10 05 A M	†10 15 A M
No. 10, New York & Boston, "Flyer"	.....	*11 35 A M
No 12, N Y & B Fast Express	*2 20 P M	2* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	§5 20 A M	5 35 A M
No 25, Mich Accom Norwalk	.....	†5 35 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m, and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

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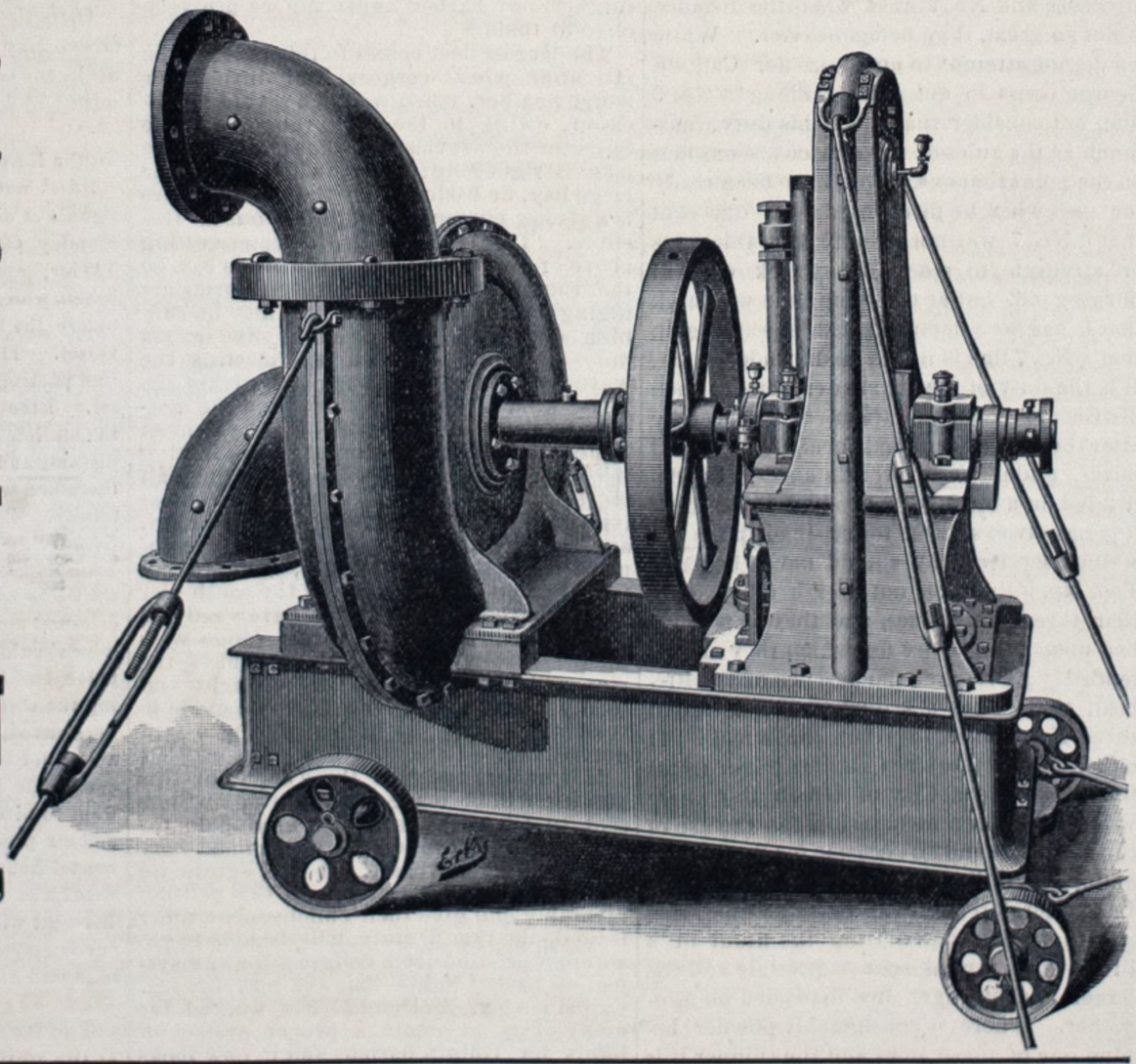

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, OCTOBER 13

RAILROAD ENCROACHMENT.

Railroads are quietly but steadily encroaching on the dock and shipping room at all the principal ports on the lakes. Some months since we reported the fact that they had succeeded in driving many of the firms dealing in vessel supplies,and manufacturers, from the docks at Buffalo by lines of tracks, and that they were fast assuming possession of lake front property in Chicago. Also, that they refuse to permit the opening up of the old river bed to the breakwater basin, and that they have filled up the lake where the old Union depot stands, so that they have acquired several acres of made ground at that point.

Time has been when railroads deserved, at the hands of the public, almost everything they asked for; but that time has passed. The public, especially in a city populated as Cleveland now is, can not afford to give up to any railroad privilege to occupy its streets with cars. Cleveland can not, without great detriment to business and manufacturers, grant the right to the N. Y., P. & O. railroad to build a track from the line running the entire length of West River street, down Detroit street, across Center street to Elm. This road already has as much track in the city and along the docks as it can use. If an entire circuit of double track from ore to coal docks is not sufficient it should buy some of the property that is now alongside their docks. The property referred to is now in the market and can be had at a price ranging from $30 to $50 per foot. This railway needs no street franchise for storage purposes. We, therefore, assume that it simply desires a grant, free of cost, to traverse the streets of the city which will ultimately be used for the purpose of making a grand yard for the accommodation of cars not in use. In case the city authorities grant this right to a railroad, to park cars on West River street and Center street, across Detroit where it enters on the bridge, great damage and possible large cost to the city will result.

Many of our leading manufacturers protest against this scheme, and we trust their protest will prevail with the authorities. The Cleveland Shipbuilding Co. protests through its general manager. This company has been to great expense to erect buildings and retaining walls on Detroit street that are a credit to the city; as have also the Powell tool company, the Cleveland stove company, and Bourne & Knowles, and we believe their protest should be duly considered and allowed the weight that it deserves.

It is not wisdom for the city of Cleveland to grant a franchise worth $200,000 to a railroad, especially at the point contemplated. The road would cross Detroit street at a point not eighty feet from Center street bridge, which would make it a very dangerous crossing. Furthermore, the grade up to Detroit street from West River and from Center street to Detroit, would make it almost impossible for a train of ore-laden cars to make a circuit from dock to dock. We, therefore, insist that it is not to accommodate the traffic of the road that this franchise is asked, but the well known greed of railroad corporations to acquire property without paying for it.

LINES AND LINES.

Inspector Rogers, of the life-saving service, has been inquiring into the delay of the South Haven life-saving crew in getting a line across the wreck of the schooner City of Green Bay. His findings resulted in charging the keeper with lack of judgment and experience, although credit was given him for his bravery. Mr. Rogers says:

"Three times a line was fired toward the wreck, and each time the line parted within fifty feet of the mouth of the beach howitzer. Valuable time was consumed sending a man back to the station for a stronger line and the surf boat, and by the time they were ready for use the vessel had gone to pieces, and her crew, with one exception, were drowned. Two fatal mistakes were made. If the crew had taken the life-boat up to the wreck with them instead of having to send back after it, all hands aboard the vessel would have been safely taken off. The other mistake was a direct violation of the regulation which instructs keepers of stations to always take with them on going to a wreck an ordinary shot line, such as was used, and a No. 9 line, which was the line a man was sent to the station for after the other line failed. If this regulation had been complied with the chances are that a hawser could have been run out to the wreck and made fast, and the men hauled ashore in the breeches buoy long before the vessel went to pieces. These two fatal mistakes cost six lives. They were occasioned by inexperience and lack of judgment. A braver man than the keeper of the station never breathed. His courage was fully tested while he held a subordinate position in the Muskegon life-saving crew, and it was because of his bravery and honesty of purpose there that he was recently given command of the crew at South Haven. The testimony of all who witnessed the breaking up of the City of Green Bay, commends the keeper for his unflinching courage and censures only his lack of judgment."

It is all very well to charge a keeper with lack of judgment, but it is not always justice to that keeper. Life-saving stations are supplied with No. 7 lines for use in long distances and No. 9 lines when the distance is not so great, they being heavier. While we do not attempt to apologize for Captain George Cross in not taking along a No. 9 line, but consider that it was his duty, inasmuch as the rules of the service are explicit on the point that one should have been ready for use when he discovered after one shot that a No. 7 was not of sufficient thickness or strength to reach the wreck without burning off, but at the same time we think that it has been demonstrated time and again that a No. 7 line is not to be depended upon. It is the duty of the superintendents of each district to condemn them, and especially after they have been used once. They should never, under any circumstances, be depended on a second time. And as the small line has always been found inadequate for serious service, they should never be used. Two No. 9 lines do not weigh much more than three No. 7 lines, and they can be relied upon for the use for which they are intended. As regards the absence of the life-boat, that is but a sequel to the failure of three No. 7 lines to reach the wreck. If either one of the lines had been laid across the deck of the City of Green Bay there would have been no occasion for the use of the surf boat, and no occasion for the investigation. All lives would have been saved. It is, therefore, evident that the small line should be eliminated from the fitout of a life-saving crew as soon as possible and the larger and stronger line depended on altogether. There is considerable powder behind one of these lines and the thinner it is the more readily it is burned off. In case the officials at the head of the life-saving service do not see fit to condemn the small lines and insist on their being carried to a wreck, we advise keepers of stations to take two No. 9 lines and one small line. They will not then be charged with lack of judgment.

THE LIBEL LAW.

Under the present system this is a law that may work great harm to floating property. In this regard we refer readers to the article at the head of the 2d page of this edition. The article referred to has received considerable attention on the coast and rivers, but applies equally well to the lakes. It is well known here that a vessel valued at $150,000 may be tied up and her services lost for a length of time on a libel of from $10 up to any other definite sum. The action of these libelants is usually prompted by malice. That is, in case no malice was evident the sums claimed could be paid on presentation of bill or claim, and the officers of the vessel would be put to no trouble whatever; but, this is not the motive of these small sum libellants. Their object is to put the vessel to as much expense as possible. The article, as we have printed it on the second page, is the result of close thought by President A. C. Cheney, of the national board of steam navigation, and deserves attention at the hands of lake vessel owners. We trust that all vessel owners and kindred associations will join hands in having the old libel law repealed and a new law enacted that will do away with vexation consequent thereto. As Mr. Cheney says, if there is no other way to secure payment beyond doubt of a proper claim there might be some excuse for so arbitary a law; but persons having claims against a vessel may file a lien, the same as a mechanic does against a house, and in such a manner that such liens would take precedence in the order in which they are filed. This mode would not keep the vessel from earning money. Let this law, which is arbitrary beyond excuse, be stricken from the statutes and a wholesome one adopted, one which will do justice to all.

PETITION FOR RANGE LIGHTS.

It has long been apparent that range lights, in the interest of life and property, should lead into Duluth harbor, and we have heretofore taken occasion to comment on this fact. In view of this belief we have the pleasure of printing the following memorial, drawn up at Captain Alex McDougall's office:

To the Honorable Board of Lighthouse Commissioners of the United States:

We, the undersigned vessel owners, agents, masters and officers of steam and sailing vessels, trading to the port of Duluth, would respectfully state that we are in great need of a better system of lights at the entry to Duluth harbor, for the following reasons:

First, It is the only harbor of refuge at or near the end of Lake Superior with deep water at its entry where ships can safely pass into when we have heavy seas and deep waves, without striking on the bottom. This entry is 290 feet wide and 20 feet deep.

Second, This harbor entry comes directly in range with the city, which forms a background, rising 500 feet or more, so that when a vessel is approaching the harbor all the lights of the city are in range with the pier light. Many of these, being red and white lights of locomotives, it is difficult to distinguish our harbor lights till we are very close to them.

The largest fleet comes to this port in the fall after wheat cargoes, and during our worst weather, when we get a severe northeaster, owing to the long range of Lake Superior the heaviest sea that makes on the lake is right here; and owing also to the large bay, or basin, inside the harbor, there is a strong current setting in or out of this entry. This is caused by the water getting above or below the level of the inside bay, so that sometimes while the greatest storms are raging on the lake, the current may be running out of this harbor entry five or six miles an hour. This current meeting the waves at the end of the piers makes the worst kind of a sea in a storm and the master or pilot then needs the best system of lights the department can obtain. During the latter part of the season fully one-half of the heavy tonnage on the lakes comes into this harbor entry on one or more trips, and we most earnestly beg of you to recommend the building of a tower, at least sixty feet high, on the inner end of the south pier of this harbor entry, and to have a red and white flashing light, in direct range with the present light on the outer end of the pier, which is a single fixed red light and totally inadequate to serve as a safe guide to vessels entering the harbor during a stiff northeaster.

It is understood that three copies of this petition will be made, of which one will be sent to Cleveland, and one to Buffalo for signatures, while one will be retained here for the same purpose. If the lighthouse board can be induced to regard this petition favorably and give their endorsement there is no doubt that Duluth will be able to get an appropriation from congress for any system of harbor lights that she may ask for. Captain Alex. McDougall has worked for many years to obtain a proper system of lights for Duluth harbor, and it now looks as if his patriotic efforts would finally be crowned with success.

Any information concerning Harvey E. Chonin will be thankfully received by his parents. When last heard of was on the schooner Acontias, in Ashland, Wis., July 21, 1887. Address Harvey Chonin, Worth P. O., Arenas Co., Mich.

THE loss of the propeller California has called out much comment in the Canadian press. She was known as a canaler, a style of steamer well known on the lakes some years ago, but now fast becoming extinct for obvious reasons, the enlargement of the Welland canal, and the difficulty experienced in steering them. Her sister steamers have sunk beneath the inland waters, and always, with few exceptions, left a history behind them. The Columbia foundered not very far from the scene of the present disaster. The Lake Erie collided with the Northern Queen not many miles from the same place. The Simcoe foundered in Lake Huron, of Michael's Bay, Manitoulin Island. These vessels were all running between Chicago and Collingwood, together with the California, when they were lost, and in every case there was large loss of life. Another of that ill-fated line has now been lost with the sacrifice of precious life. The Asia, a sister steamer, was lost on the Georgian Bay under circumstances still fresh in the memory of many. These wrecks have all demonstrated the fact that the canaler is a dangerous style of steamer. They are built too bluff at both ends, and do not steer well. With a heavy gale driving one of them on a lee shore, escape is almost out of the question. It is said the Canadian government will order an investigation into the cause of her loss.

THE nautical society, of Hamburg, Germany, has offered a prize of 500 marks, or about $120, for the best essay on calming the sea by the use of oil. The competition is open to all nationalities, and the essays are to be written in German or in English. The result of this invitation, it is hoped, will produce such positive evidence that oil on water is a means of safety in high seas that every master and owner will be willing to adopt it.

A WORD OF DEFENCE—THE U. S. LIFE-SAVING SERVICE.

Sepcial Correspondence to the Marine Record:

FRANKFORT, MICH., October 10

Whenever a terrible marine disaster occurs, in the storms that sweep the great chain of lakes, some one is generally sought out to be the scapegoat on whom to fasten the responsibility. Of late it has been customary to single out the U. S. life-saving service and try to place the blame on them. Cases have occurred where the service has been blamed for disasters that happened far beyond their scope; but some smart Alec of a lubber, whose fingers itch to wield the pencil, and has long lain low for an opportunity to give vent to his pent up malice, suddenly appears in the arena and pitches into the life-saving service with a vigor; howls and raves about their inefficiency, which, on investigation, proves wholly groundless, and finds that the lubber lied, who, at such times, is not to be found, having crawled through some convenient knot-hole to hide his diminished head.

Directly after the wreck of the City of Green Bay, another of these wiseacres looms up in the columns of the Chicago *Inter Ocean* with the following letter, headed:

SHAKE THEM UP.

To the Editor Chicago Inter-Ocean:

I first noticed the City of Green Bay flying signals of distress at 6 o'clock on the morning of Monday, Oct. 3. The mate of the steamer A. B. Taylor, a passenger, and myself started up the beach where she was. It was about 8 o'clock before the life-saving crew came down to the vessel. Three mortars were discharged, each line parting before it reached the distressed vessel. Lines gave out, and the crew went back to the station for new ones. This was three miles distant, and a great deal of valuable time was therefore wasted, resulting, as you well know, fatally. Before the new apparatus arrived the Green Bay broke square in two between her main and mizzen mast, and six men paid for the delay with their lives. I hold this to be criminal negligence on the part of some one, who should be held responsible. In the first place, had the crew responded directly on sighting the distress signals all hands would have been saved, and even had rotten and unserviceable lines been used and parted, new and better ones could have been procured before the vessel went to pieces. Why, for the sake of heaven and six precious lives, did this delay of two mortal hours occur? Why were the rotten lines used? and why did not the crew bring down the life-boat with them when they started? Some one is responsible for the death of Captain Costello and his five comrades.

HARRY SHULER.

The facts are that at daybreak the lookout at the station discovered the helpless vessel, drifting and dragging her anchor in the terrific gale that prevailed, and, with their life car and apparatus, followed her until she struck, when the Lyle guns were fired, sending the ship's line whizzing to the Green Bay, where it was seized by the crew, and the work of hauling in the hawser began, when it came to a sudden end by the old

barnacle-eaten hulk suddenly breaking in two, and, by the toppling over of her masts, carried away three of her unfortunate crew and rendered the working of the life line useless. The relentless strength of the heavy seas, breaking over the remaining portions of the wreck, tearing away a part with each wave, then dashing their spent fury high upon the shore, scattering wreckage and sprang at the feet of the horrified spectators. And at this time, when it was almost certain death to launch a boat out into the angry sea,—

"Only those who brave its dangers
Comprehend the awful task;"

Nevertheless, the brave keeper, and plucky crew launched the life boat, and with force and courage battled with the elements, throwing their united strength in forcing out the boat which pitched high and plunged about. Still persevering, in the vain hope of rescuing the perishing, they press on. The spectators on shore saw the captain of the life boat swept overboard, but, with broken rib, regained their craft, and amid the floating debris they picked up the almost lifeless body of Captain Costello, who breathed his last in the boat. They pushed on, and saved a sailor who was found clinging to a plank, but before they could reach her, a mighty sea swept over the hulk and it sank out of sight, and with it the remaining members of the crew of the ill-fated City of Green Bay. The life-saving crew has performed a noble duty, and, although only successful in saving one human life, all fair-minded men will say, "well done, boys."

It is a well known fact that life-saving stations in the 11th district are supplied with the very best ropes, lines and hawsers that are manufactured, or that money can buy; and under the supervision of Captain Robbins, superintendent, and Lieut. J. H. Rogers, inspector, each station is examined in person, and all material needed or purchased is matchless. Yet this "Spectator," in his childlike blandness and ignorance, asks: "Why were rotten lines used?" He next says: "Three mortars were discharged," showing that he is unfamiliar with the subject in hand, or he would have been aware that mortars have not been used for years, having been supplanted by the Lyle gun, and are now obsolete. His question, "why the life boat was not used," inclines one to believe that "Spectator," was not a spectator at all, and does not need a reply. However, if "Spectator," instead of trotting out to the scene of disaster, prompted by curiosity as a sight-seer, had been possessed of a spark of humanity and love he prates of, and volunteered to relieve his fellowmen in distress and had helped the little band of life savers in hauling their heavy beach apparatus and implements over the rough and sandy road and shore, so that with his assistance they might have arrived earlier, it is possible there would have been enough left of the old hulk to fasten a hawser to; but it seems that he could not assist to save his fellowmen himself, and now, like a dog in the manger, tries to belittle the men who risked their lives and saved one.

CHARLES BURMEISTER.

ENGINEERS AND PILOTS.

To the Editor of the Marine Record:

What you say, under the head of "Justice te Engineers" has been closely read. I want to say that in my sixteen years of experience as a marine engineer my captain got all the credit for good runs or for getting out of bad scrapes. But, at the same time, I believe there are too many claims made by engineers for their own good. As for myself, I do not know that I ever run on a boat that could find her way from Chicago to Buffalo without a pilot.

H. C.

[*Around the Lakes Continued from 1st Page*]

NORTHPORT.

The ore-laden schooner Leonard Hanna, ashore on the North Fox island, will probably prove a total loss. The tug Leviathan, which was sent to the wreck, arrived here, and reports the vessel in bad shape. She is full of water, and has pounded so heavily that she is hogged about two feet. Owing to the heavy sea that is running the Leviathan was unable to even attempt to release her. The captain of the Leviathan does not expect to save the vessel. She will probably be abandoned.

CLAYTON.

The Messrs. Donnelly, wreckers, will bid for raising the California.

A new steamboat is to be built here the coming winter, to take the place of the Jessie Bain on the route from Clayton to the Park and Alexandria Bay.

The steamer Transit, formerly the Island Belle, sank at the dock at Thousand Island Park last Saturday while being loaded with stone. Overloading was the cause of the disaster.

BUFFALO.

The tug Gregory arrived at noon Sunday with the Lyman Smith Cyclone elevator, from Cleveland, and, though the weather was rainy and the barge was tied up at a retired dock in the Erie basin, it received many visits during the afternoon. Smith fears an attack from the scoopers more than anything else just now, great as he knows the elevator opposition to be. As many as two hundred workingmen gathered on the dock in front of the elevator Sunday afternoon and their remarks were anything but tolerant in view of the fact that they will not be needed if the invention succeeds. Smith gave orders to be towed away to some point not accesible from land. He says he is promised plenty of grain to handle, but will not say what he intends to charge. As he has boatmen and vessel men arrayed in his favor if the invention works well, there is promise of lively doings if the opposing interests declare open war on him.

Word has been received from Captain McLeod that the propeller Albion, lumber laden, consigned to D. L. White & Co., Tonawanda, which went ashore at Port Austin on the 3d is a total loss, though her load will be saved. The barge Ark, in the same tow, was released from the same place Thursday with little damage.

The schooner Michigan is tied up on a libel claiming that she was instrumental in damaging the canal boat Potter while entering port one stormy night in the fall of 1885. The schooner Nicholson came in first in tow of tug Adams, and struck the boat, and in a long litigation both schooner and tug were adjudged to blame. Owners of the tug now claim that the Michigan struck the boat, and did most of the damage, which has been fixed at $1,500. The schooner will be bonded.

The escape of Lorenzo Dimick is still the talk of the town, and attachments are being issued against every bit of property he is supposed to own. The schooner R. B. Hayes, owned by Beckwith & Fleming, of Chicago, and Mrs. Kate Dimick, Lorenzo's wife, was attached here by the sheriff. It is doubtful if the suing insurance companies can prove that he has any interest in the property seized, and a friend of his is reported to have said that not enough seizable property of his can be found to pay the sheriff's fees. It is learned that on his escape he told the sailors who rowed him across the river, that he was a physician and wanted to see a patient. He offered them $2, but they objected, and they finally offered to take him across and wait for him for $5. On the other side, Dimick coolly stood for a moment, and then paid the men, saying: "I may not be able to start back for some time, so I'll pay you now."

The stern post of the new propeller Chemung, on the stocks at the Union yard, came and work on her is progressing finely. Most of the frames are up and a good amount of plating is on.

The hull pool has $7,000 on the schooner D. S. Austin, ashore below Goderich. An expedition has been sent to her from Port Huron.

Thomas M. Ryan has sold the propeller S. C. Clark to the Tonawanda Lumber Co. for $17,000. She will tow the company's barges in the lumber trade.

A bill of sale three-eighths of the schooner R. B. Hayes, owned by the wife of Lorenzo Dimick, to Henning, of Chicago, who owns the remainder, was made out Tuesday. She was appraised at $24,000. The Hayes has been tied up here since Friday on an attachment, which has been placed on all Dimick's supposed property, and the sale is to get the vessel out of limbo.

The steamer Michigan and tug Dimick were libeled and tied up Tuesday as reported.

The schooner Higgie, with wet grain at Sarnia, and Sunrise at Chicago, are both well insured in hull and cargo pool here.

Elevator men and grain receivers generally say they are anxious that the pneumatic grain transfer Cyclone shall have a fair chance to show what it can do in handling grain. Mr. Smith will probably have no difficulty in getting a vessel cargo to transfer into boats. He means to make a trial in a day or two.

The iron propeller Roanoke will tow to Toledo two iron canal boats intended for carrying oil in bulk.

The underwriters have advices that tug C. E. Pendell of East Saginaw is ashore at Whitefish Point, Lake Superior, and likely to go to pieces.

To those inquiring as to the year the schooner Ironsides was lost off Manistee, a ship broker who used to handle her here replies that she went down in 1871.

ASHTABULA HARBOR.

Ashtabula's ore receipts have now reached over 1,000,000 tons, and should navigation hold late the amount will undoubtedly reach 1,200,000 tons.

MILWAUKEE.

Special to the Marine Record.

The new steamers Bulgaria and Vance have been here this week, and both are good, business-looking boats.

The repairs at Wolf & Davidson's shipyard, for the past week, include the following named craft: Barge Planet and schooners J. D. Sawyer and W. H. Hawkins for general repairs; steamer Colin Campbell recalking; Gilbert Knapp and Sardinia for calking; steamer Ida E. a new foremast; steamer D. M. Wilson and barge Manitowoc for minor repairs.

Starke Bros. have the keel laid for their new steamship at Sheboygan, Wis., and will push her along as fast as possible. I don't think that I am at all premature when I say that Ajax Sullivan will wrestle with her whistle cranks when she comes out. He is doing nobly this season and a great many of us Milwaukeeans are very proud of his success. It shows that we can furnish good captains as well as build good vessels, and Starke Bros. used good judgment when they secured him.

The Watson, Manitowoc, and Jones, after a week's delay here, will probably be released Thursday. The boats were appraised as follows, the Wilson at $32,500 the Manitowoc at $9,000, and the Jones at $12,000. The other owners will pay into the courts the value of Dimick's share, one-third interest, and thos secure the release of the boats.

I notice that Mr. Bates, in one of your issues, gives me quite a keel-hauling, and calls my remarks about his ratings a mess of stuff generally, without any real information whatever. However that may be, I gathered the information or mess of stuff generally, as he is pleased to term it, from his own personal letters to the *Evening Wisconsin* and *Chicago Tribune*, in defense of his action in the aforesaid ratings; and I don't draw on my private memory for that. He furthermore says that the classification of lake vessels is for the private use of the underwriters in giving insurance, and that he is not at liberty to publish particulars which justify his course in certain cases. If classifications are secret why don't he keep them so, and then there will be no necessity for him to attempt to justify himself? And again, if it is really a secret, what show has the vessel owner got for his money? No matter how well built his vessel may be they can class her down and his insurance premium goes up correspondingly, with no redress for but him to smile and pay it.

CAPTAIN KIDD.

TORONTO.

Captain Trowell, Chief Engineer Ellis, and Mrs. Blood, stewardess of the ill-fated California, arrived here Friday night. They brought with them the bodies of George Foley, purser; Arthur Hazard, cabin boy, and Miss Pappa, lady's maid. The latter two bodies were sent east, Miss Pappa to Kingston and Hazard to Nahanee. Foley's body was sent to Collingwood.

The Canadian trades and labor congress, in session at Hamilton, passed, unanimously, the following resolution: "That this congress petition the government to pass a law compelling all vessels, whether steam or sail, navigating the inland water of Canada, to carry competent crews of seamen; and that they also pass a law making it compulsory to have hulls and rigging properly inspected by competent men, appointed for that purpose; and that they also stop the loading of vessels below a certain mark, to be designated by such inspectors."

The contract has been awarded to Jenkins & Lane, of Wakerville, for a steamer with all the modern improvements, to take the place of the City of Dresden. The boat will have a keel of 135 feet, with a beam of about 25 feet, will be light draft, is to travel at least fourteen miles an hour, and is to be of about 200 tons burden. The steamer is to be ironed so that it can stand running through four inches of ice, and is to be completed and start on the route by the first of April next.

Captain Trowell, Chief Engineer Ellis and Mrs. Blood, stewardess of the ill-fated steamer California, arrived here Friday night. They brought with them the bodies of Geo. Foley, purser; Arthur Hazard, cabin boy, and Miss Pappas, ladies' maid. The latter two bodies were sent east, Miss Pappas' to Kingston and Hazard's to Napanee. The captain and chief engineer decline to say anything about the wreck at present.

TOLEDO.

Mr. Joseph Buscher, a well known tug engineer, attempted suicide Monday night by beating his brains out against the door. Trouble with his wife the cause. He may live, but if he does will be blind for life. Supposed that he is insane.

OGDENSBURG.

The new steamer, to be built by Bain & Eastman, will be built at this place. The work is to be done by our home mechanics with the possible exception of the frame and planking which may be done under the direction of Captain Davis, of Kingston, an experienced ship-builder.

The steamer Transit, formerly Island Bull, sank at the dock at T. I. Park last Saturday while being loaded with stone. Overloading was the cause of the disaster.

PORT HURON.

Special to the Marine Record.

The schooner Two Fannies has been at Dunford & Alverson's shipyard getting new fore and mainmasts. She will be ready to leave as soon as the weather will permit.

Dunford & Alverson have purchased of H. J. and E. J. Kendall the hull of the propeller Olean, and will start at once to rebuild her, and put her in first-class shape.

The wind is northeast, and a big fleet windbound.

The tug Crusader passed down with the wrecked barge Ark in tow.

The ferry Hiawatha is beginning to look like a boat now. She will be a fine ferry when completed.

The loss of the tug Orient is a sad blow to the families of the boys who went down on the ill-fated tug.

The steamer A. J. Wright has come out of the dock, and has all the freight she can handle. The steamer Cole makes a trip up the shore once a week to help the Wright out.

The tug Mocking Bird passed down with a large raft of cedar posts and telegraph poles for Munro, Mich.

Inspectors Maher and Fitzgerald went to Bay City the fore part of the week, to inspect the Gogebic, the new boat built there by McMorran & Mills.

Michael Fleming and C. M. Garvey, of Sarnia, Henry Howard, E. S. Post, and Chris Smith, of this city, have formed a Canadian navigation and wrecking company.

JAY.

SAND BEACH.

Special to the Marine Record.

Last week the schooner Anna P. Grover, of Vermillion, O., went ashore six miles north of this place. She is the property of Captain Horner Durand, her commander, and was loaded with 22,000 bushels of oats from Chicago to Buffalo. Captain Durand came down here, to get a tug to help him. About 2 o'clock the tug Crusader came into the harbor and was promptly engaged for the job, and by dark had the Grover safely alongside the pier. There was no serious damage either to hull or cargo, and the Crusader took the schooner in tow for Port Huron, where she discharged her cargo and went into drydock.

The following vessels sought refuge here the past week: Tug J. P. Clark and one barge, propellers Mackinaw, Iron King, R. J. Hackett and consort, Wm. Chisholm, Cuba and consort, Roswell P. Flower, Anna Smith and consort, tug Temple Emery and two barges, Crusader and schooner Constitution, Torrent and raft, barges Mary Pringle, and Sanilac, propellers Avon, and St. Magnus, schooners Anna P. Grover, Mediator, Belle Brown, and several small craft.

At last accounts the steamer Albion, ashore at Grindstone City, had broken in two, but her consort, Ark, was in good shape and in a fair way to be gotten off easily.

LUFF.

CHARLEVOIX.

William Hulme, has bought the thirty-two year old schooner Peoria for $1,500.

CHEBOYGAN

The lightship Dunscomb dragged off the White Shoals in the Straits during the big blow, and received some damages which she will repair here. A large red can bouy, marking the same shoal in the Straits, was found drifting down the Straits and picked up by the tug Cuyler, and towed here.

The schooner Leonard Hanna went on North Fox island in a fog Saturday night. The tug Leviathan has gone to her assistance.

SANDUSKY.

Mr. A. J. Stroll returned home from Collingwood, Can., Saturday morning, where he purchased a boat for the Sandusky steamboat and fishing Company. The name of the boat is the Telegraph. She is a propeller, 110 feet long, 22 foot beam and a 9 foot hold. The Telegraph is a new boat, recently built, and has been running as a freight and passenger boat. She will be brought here about the middle of November and fitted up for the fish business between the Canadian coast and Sandusky.

Many attractive pictures in The Illustrated London News American edition for October 8th make it a very desirable copy to possess. The "Keeper's Boy," and "Our Coxswain," are alone worth the 10 cents asked for the whole paper, while aside from these gems, views in Florida are presented, and the "British Mission to Morocco" is finely illustrated. The general reading matter of the paper will also be found interesting as usual. All newsdealers have it, and subscriptions are received at the office of publication, 237 Potter Building, New York

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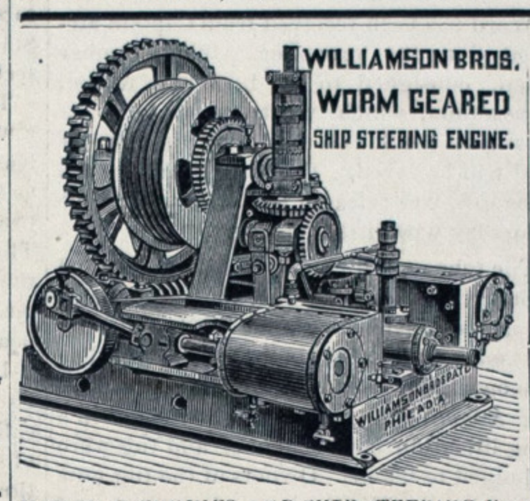

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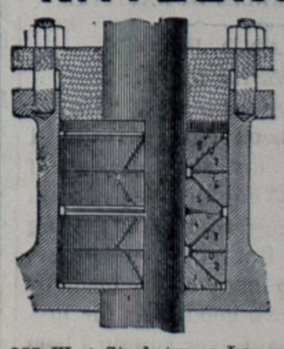

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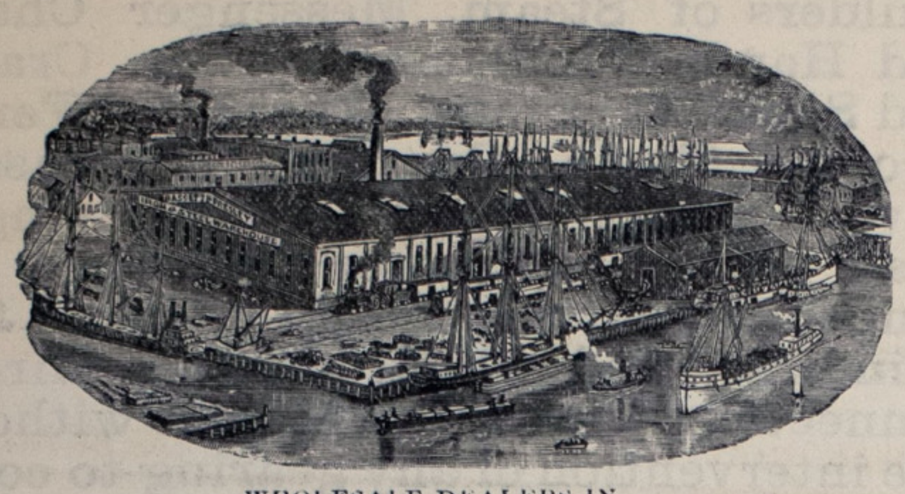

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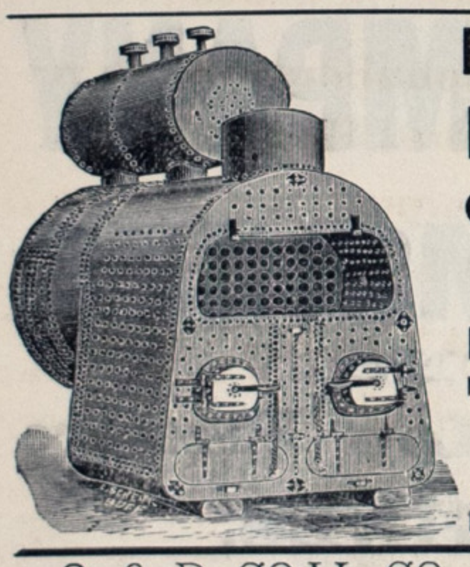

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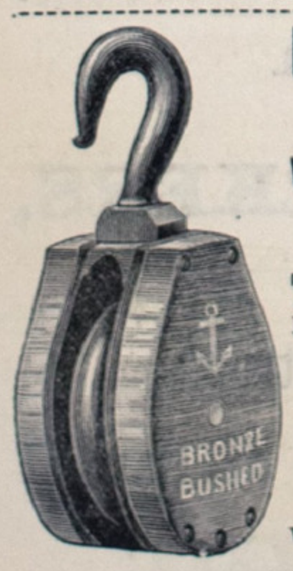

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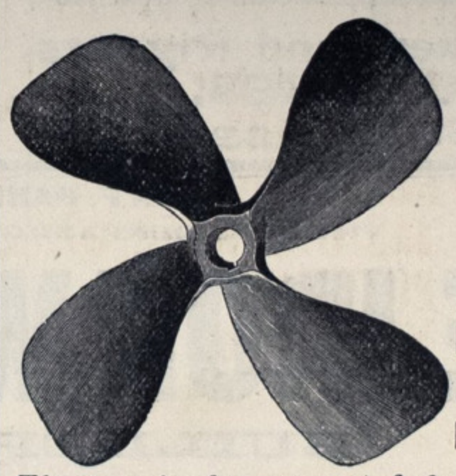

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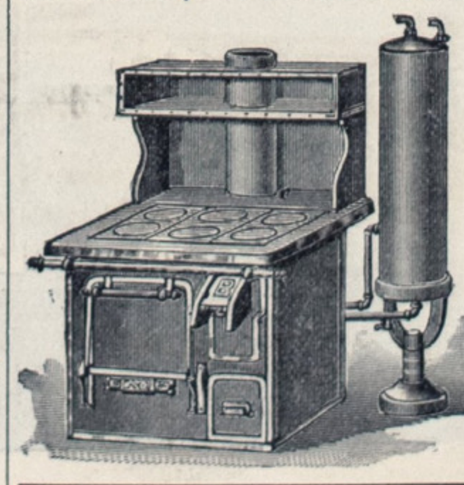

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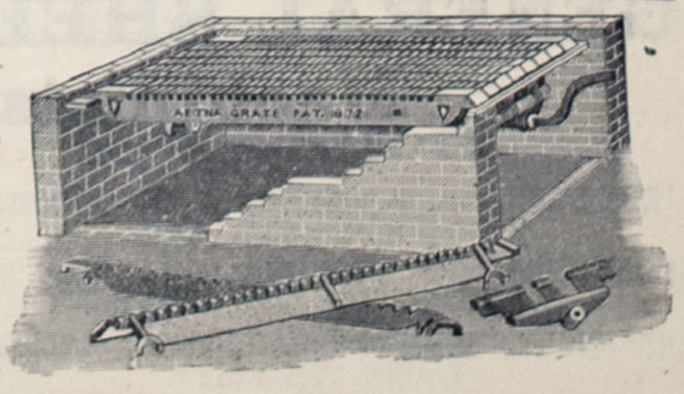

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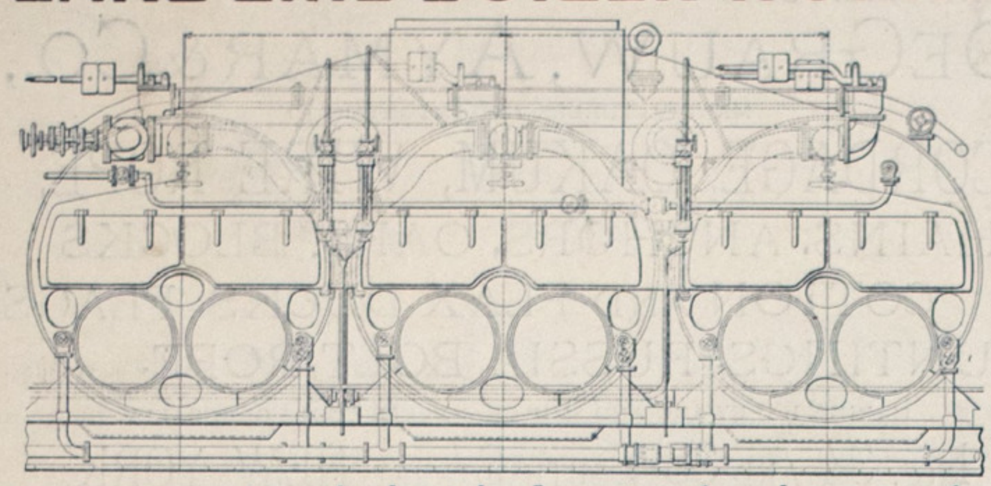

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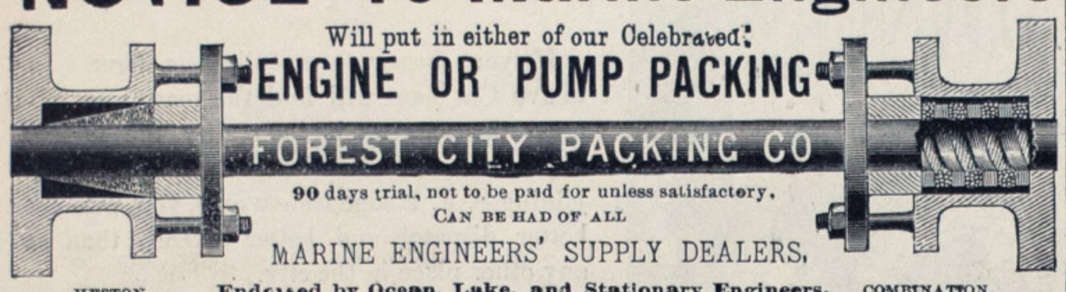

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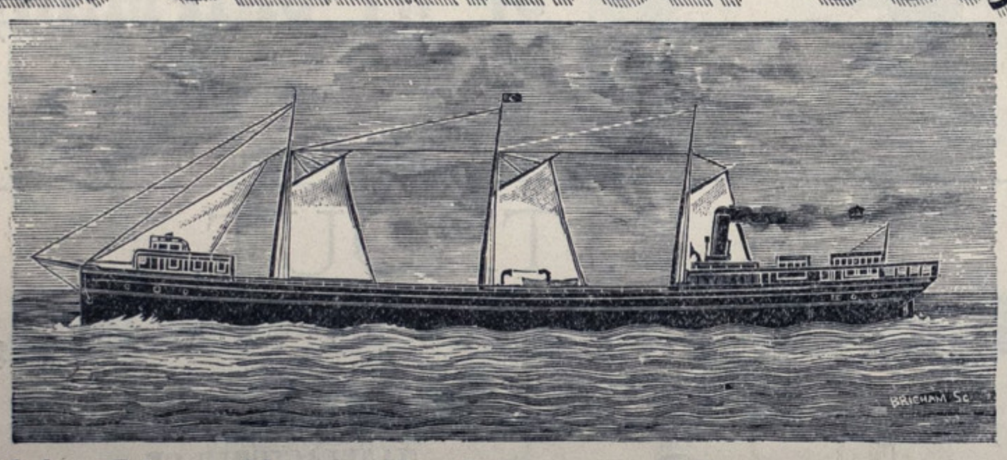

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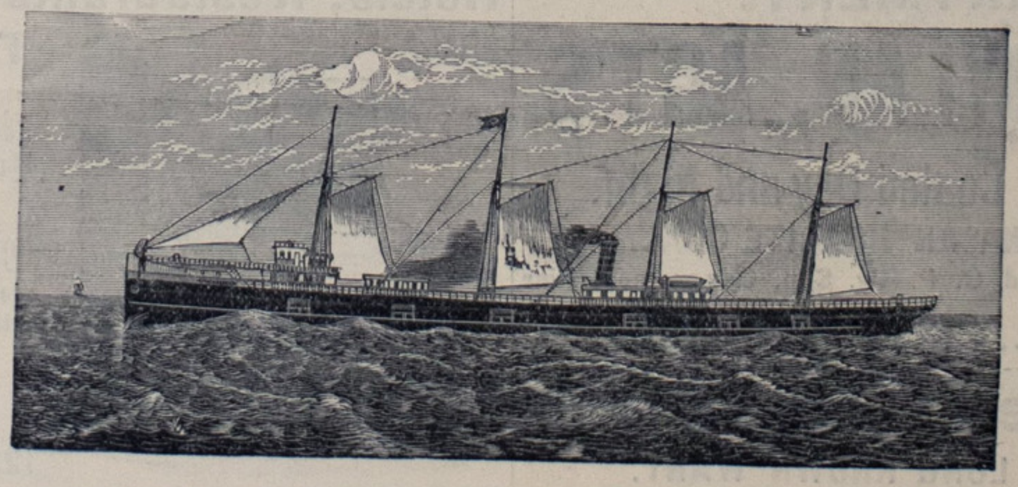

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